



Caltrans District 7

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Covering Los Angeles and Ventura counties in Southern California, District 7 is a diverse geographic area that includes 120 miles of coastline, large areas of coastal plain, canyons, hills, and mountains. Land use varies greatly, from forests and wilderness areas to the largest, most populated metropolitan area in the state. District 7 has the largest containerized port complex, busiest freight rail system and second busiest air cargo system in the U.S. Caltrans owns and operates 1,188 miles of state and interstate highways in the district. Los Angeles and Ventura are two of the six counties (10.9 million residents) represented by the Southern California Association of Governments (SCAG), the nation's largest metropolitan planning organization.

TRUCKING

District 7 is responsible for 42 freeways and highways. Los Angeles County has 915 freeway and highway miles, and Ventura County has 273 miles.

Major Goods Movement Routes

United States (US) 101, Interstate (I)-5, I-10, I-105, I-110, I-210, I-405, I-605, I-710, State Route (SR)-57, SR-60, SR-91, SR-47

Trucking Issues

Southern California's aging transportation system is at capacity, serving a population in Los Angeles County alone of over ten million people. District 7 has five of the 10 worst truck bottlenecks in the United States.

- Truck Vehicle Miles traveled (VMT) is expected to double by 2040.
- Average Annual Daily Traffic (AADT) for trucks exceeds 10,000 on I-5, I-10, SR-60, I-210, and I-710.
- Environmental: Air, noise, water and vibration issues.

RAIL LINES

Two Class I Railroads operate in District 7, Union Pacific (UP) and BNSF Railway (BNSF).

- Alameda Corridor: A 20 mile railroad express line – with a 10-mile trench – that connects the San Pedro Bay Ports to the transcontinental rail network east of downtown Los Angeles.
- Alameda Corridor East: Extends the benefits of the Alameda Corridor through construction of safety

improvements and 20 grade separations across 70 additional miles of mainline railroad passing through the San Gabriel Valley.

BNSF Railroad & Rail yards

Hobart Yard, located in the City of Commerce near the junction of I-710 and SR-60: consists of a locomotive classification yard, intermodal facilities and administrative and equipment maintenance buildings. It is the largest intermodal rail yard in the United States, handling mostly the distribution of international containers to places such as Chicago and Memphis. Hobart Yard is projected to process 1.5 million containers by 2017.

Proposed Southern California International Gateway (SCIG): New intermodal rail yard adjacent to the Alameda Corridor near the San Pedro Bay Ports. Would increase use of the Alameda Corridor, reducing the need for trucks to haul containers on the I-710 to the Hobart Yard.

Union Pacific (UP) Railroad & Rail yards

Commerce Yard: Just north of BNSF's Hobart Yard, this facility is primarily used for cargo handling. Processes over 350,000 containers per year.

City of Industry Yard: Handles Trans loading and Cross docking of cargo.

Intermodal Container Transfer Facility (ICTF) and Dolores Yard: Adjacent to the Alameda Corridor near the San Pedro Bay Ports. The ICTF is an intermodal facility moving containers from the



ports onto the Alameda Corridor to reduce truck trips to the Commerce and Industry yards. The Dolores Yard is an adjacent servicing and switching facility.

Los Angeles Transportation Center (LATC)
Capacity of this yard is 340,000 lifts yearly. Situated on the east side of the Los Angeles River across from Union Station. It is the only facility in the region from which Pacific Northwest service is operated. In 2010, it handled 184, 023 lifts of which only 8,757 were marine containers and 175, 266 were Trans loaded domestic containers.

SEAPORTS

Ports of Los Angeles and Long Beach

San Pedro Bay is an inlet on the coast of Southern California and the site for the Port of Los Angeles (POLA) and the Port of Long Beach (POLB). POLA and POLB make up the San Pedro Bay Port Complex and is the principal international, water-trade gateway in California.

They hold the first and second ranking positions in the NAFTA region. Largest container complex in the U.S. and 9th largest in the world.

The two ports combined handle 40 percent of all U.S. Containerized waterborne imports. Sixty-percent of imports are shipped to destinations outside California.

Volume of cargo is expected to almost triple, from 14.0 million TEUs (twenty-foot equivalent units) in 2014 to 43.2 million TEUs in 2040.

Supports 4.7 million jobs across the U.S.

The San Pedro Ports are investing over \$6.0 billion in infrastructure projects over the next decade to compete in a 21st century global economy.

Port of Hueneme

Provides a niche market for the import and export of automobiles and fresh produce.

Positioned near the Santa Barbara Channel, the Port of Hueneme has become the primary support facility for the offshore oil industry.

Fourth largest port in California, handling 97.2 thousand TEUs in 2014.

Supports 4,500 jobs in Ventura County.

Supports \$1.1 billion in economic activity and 10,226 trade related jobs.

Over \$8 billion in cargo value move through the Port of Hueneme each year.

One of the nation's busiest banana importing ports and included in the nation's top ten automobile importing ports.

AIR CARGO AIRPORTS

In 2014, Los Angeles Customs District (consisting of POLA, POLB, POH and LAX) handled \$418.01 billion of maritime cargo and \$96.3 billion of air cargo.

Major air cargo facilities include:

- Los Angeles International (LAX) – handled 1.9 million tons of air cargo in 2014 and accounts for more than half of the state's air cargo tonnage.
- Long Beach Municipal Airport. Most of the current cargo is carried by FedEx and UPS in smaller aircraft. Larger cargo volumes designated for air freight are trucked to LAX or Ontario. Long Beach handled approximately 49,000 tons.
- Bob Hope/Burbank (BUR) Airport air cargo activity by the length of the runway to feeder and narrow body aircraft. Moved 48,000 tons.

TRADE CORRIDORS IMPROVEMENT FUND (TCIF)-SUPPORTED PROJECTS

Improving intermodal connections to the San Pedro Bay Ports:

I-110 FWY Access Ramp Imp SR 47/I110 NB Connector Widening (#19)

C Street Access Ramps Improvements (#20)

Washington Blvd Widening & Reconstruction Project (#21)

South Wilmington Grade Separation Project (#22)

Gerald Desmond Bridge Replacement (#23)

Ports Rail System - Tier I (Pier F Support Yard) (#24)

Ports Rail System - Tier I (Track Realignment @ Ocean Blvd) (#25)



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Ports Rail System - Tier I (West Basin Road Rail Access Improvements) Seg. 1 (#32.1)
Ports Rail System - Tier I (West Basin Road Rail Access Improvements) Seg. 2 (#32.2)
Alameda Corridor West Terminus Intermodal Railyard West Basin Rail Extension (#86)
Cargo Transportation Improvement Emission Reduction Program Phase 1 (#87.1)
Cargo Transportation Improvement Emission Reduction Program Phase 2 (#87.2)
TraPac Terminal Automation-Automated Shuttle Carrier M&R (#102)
YTI Terminal Efficiency Enhancement & Truck Trip Reduction Prog-Ph 1 (#108.1)
YTI Terminal Efficiency Enhancement & Truck Trip Reduction Prog-Ph 2 (#108.2)

Improving the freight rail system:

San Gabriel Valley Grade Separation Project (#15)
ACE: Gateway-Valley View Grade Separation Project (#17)
New Siding on the Antelope Valley Line (MP44 to MP61) (#18)
Puente Avenue Grade Separation Project (#95)
Fairway Drive Grade Separation Project (#96)
Vincent Siding Extension at CP Quartz and 2nd Platform at Vincent/Acton Station (#106)
*SR-47 Truck Expressway & Schuyler Heim Bridge Replacement. (*Not included in TCIF)
Port of Hueneme:
RT 101 Improvements (#91)
US 101 Rice Avenue Interchange (#66)
Hueneme Road Widening (#90)

SOURCES AND ADDITIONAL INFORMATION

Alameda Corridor-East Construction Authority (ACE): <http://www.theaceproject.org/>
Alameda Corridor Transportation Authority: <http://www.acta.org/>
American Association of Port Authorities: <http://www.aapa.ports.org>
Bureau of Transportation Statistics. Office of Transportation Analysis:
http://www.rita.dot.gov/bts/data_and_statistics/by_region/international.html
California Air Resource Board and Business, Transportation and Housing; 2007: Goods Movement Action Plan,
<http://www.arb.ca.gov/gmp/docs/gmap-1-11-07.pdf>.
California Freight Mobility Plan, December 2014
http://www.dot.ca.gov/hq/tpp/offices/ogm/california_freight_mobility_plan.html
Caltrans Office of Freight and System Planning: Air Cargo Mode Choice and Demand Study (2010):
http://www.dot.ca.gov/hq/tpp/offices/ogm/air_cargo.html.
Caltrans Office of Truck Services: <http://www.dot.ca.gov/hq/traffops/trucks/>
California Transportation Commission, Trade Corridor Improvement Fund:
<http://www.catc.ca.gov/programs/tcif.htm>.
Future Ports: <http://www.futureports.org/>
Los Angeles County Metropolitan Transportation Authority (Metro); 2008: Multi-County Goods Movement Action Plan: <http://www.metro.net/projects/mcgmap/>.
Port of Los Angeles: <http://www.portoflosangeles.org/>.
Port of Long Beach: <http://www.polb.com/>.
Port of Hueneme: [Oxnard Harbor District, http://www.portofhueneme.org/home.php](http://www.portofhueneme.org/home.php).
Southern California Association of Governments (SCAG): <http://www.scag.ca.gov/goodsmove/>.
SCAG: 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
Source: U.S. Census Bureau, Population Division:
<http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=bkmk>

